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HONGKONG, SATURDAY, SEPTEMBER 9, 1911.

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T. F. Hoagh, Esq., C. J. Lafrentz, Esq.,
Hong Kong, July 22, 1911. 1424

MALARIA IN SINGAPORE.

Expenditure of 1 Million Dollars.

At the meeting of the Municipal Commission on the 31st ult. an important announcement was made in regard to malaria in Singapore, and the steps to be taken to check it.

The President announced that the Government proposed to appoint a permanent committee to deal with the eradication of malaria.

The committee would have power to expend sums of money entrusted to them as they thought best calculated to check the fever. They would employ a staff, including medical men from Home. The funds would be provided equally by the Government and the Municipality. It was proposed to move for a vote of \$10,000 and the Council and Commissioners would be required to put down a similar sum. There could be no question, the President continued, as to the urgency of the matter. Steps should be taken at once to eradicate malaria which were likely to get immediate results.

The work of the committee, which would consist of drainage, and the distribution of quinine, would cost 14 million dollars. To provide concrete drains and distribute quinine would cost \$25,000 to \$30,000 a year. The distribution of quinine would have to go on yearly, and it would be necessary to levy a special rate. The Board concurred with the President's statement.

At a meeting of the Association of Office Employees, held at Batavia on the 18th inst., one of the members asked the committee's assistance to use its influence in order to persuade his employer to allow him to attend lectures on book-keeping. This would mean leaving office a little earlier every Tuesday and Saturday. Personally he dared not ask this permission. In accordance with this request, two of the members of committee called on the head of the firm and put the case to him. His reply was, "Don't you imagine I'm such a fool as to cut my own throat. If I let him go he will soon be a more competent workman and will either want an increase of salary or will leave my service for other employment." As the members of committee after further argument could not persuade him to change his mind, the committee of management decided to return him his donation of 100 made to the association a year ago. They accordingly forwarded this amount with a year's interest, accompanied by a polite note that the association put no value on gifts from such donors. "This is well," says the Batavia News.

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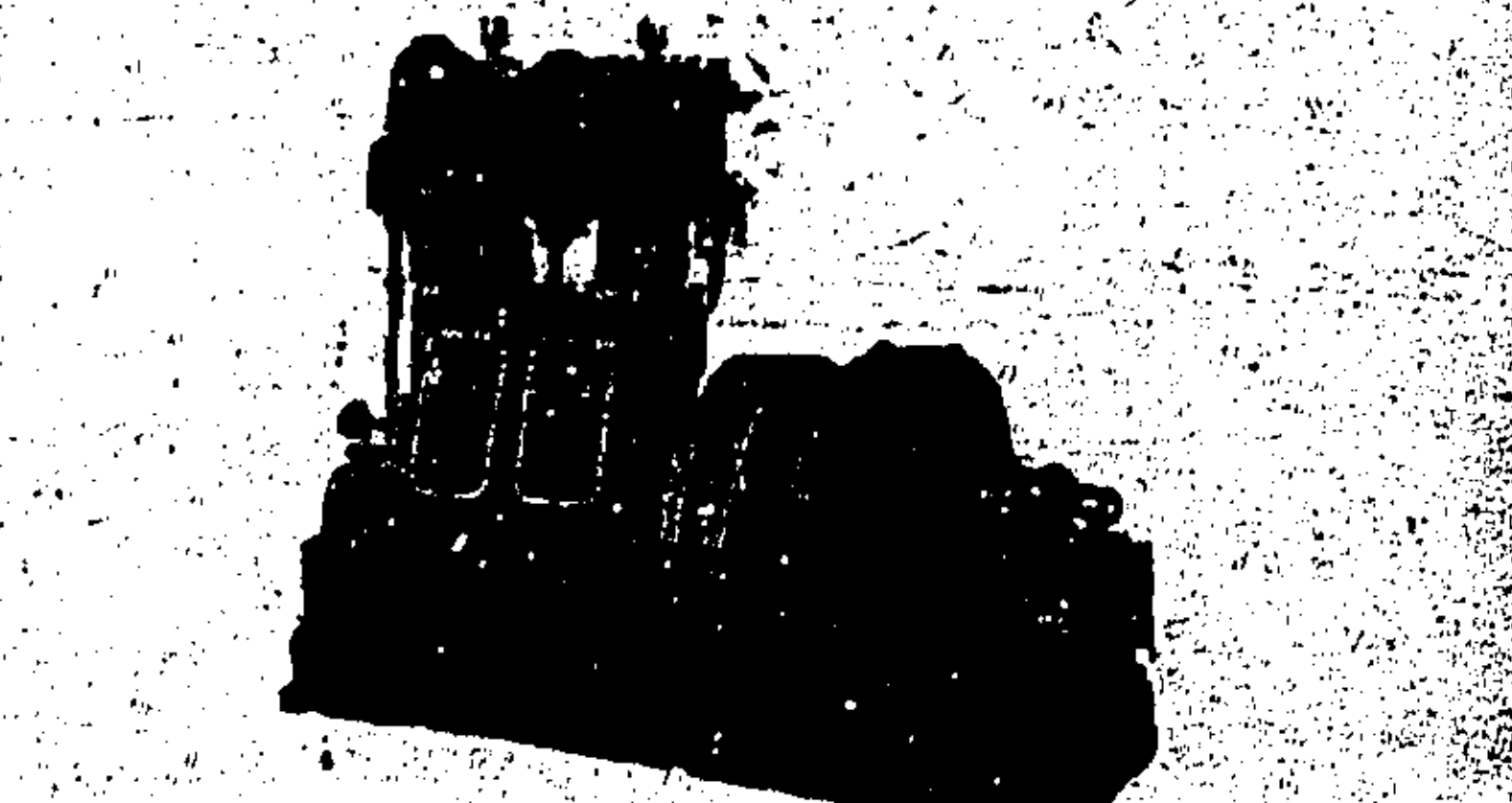
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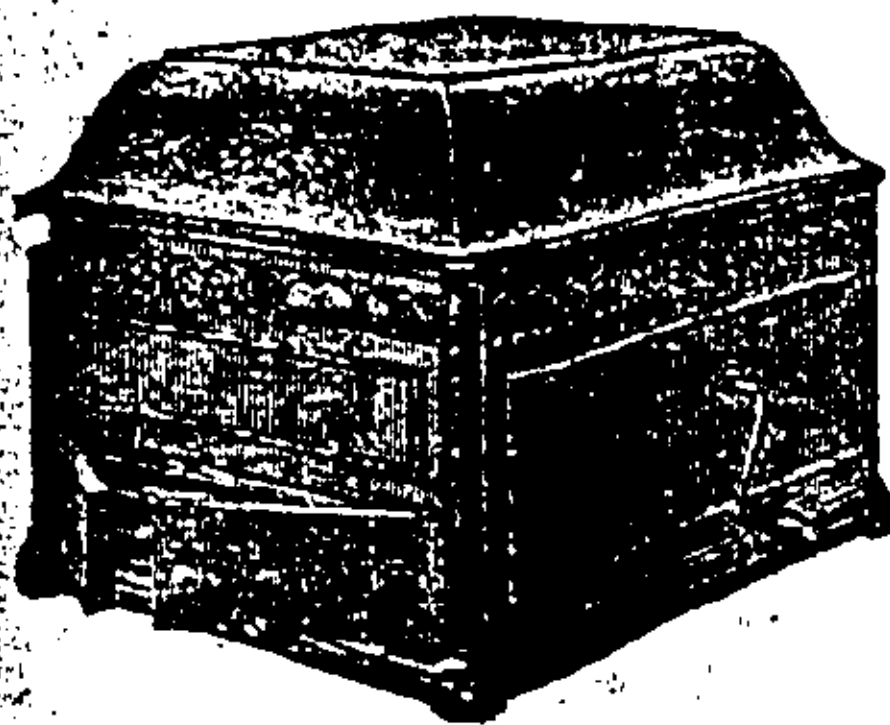
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THE FALL OF TROY.

MONDAY—Re-appearance of the HUKHAM TRIO.

TUESDAY—Pathe Freres ANIMATED GAZETTE. (CARDIFF DOCK STRIKE, Etc.)

LAST FEW NIGHTS OF

MISS LYNDY DAVIS.

ETHEL PRESTON & RICARDO will arrive on the 20th inst.

An interesting question is raised in this regard by a Canadian contemporary. We all know what a tremendous effect a circus performance has on some young minds, and how many a youthful head is turned by the sights in the arena. Well, the point is raised here. Says our contemporary:—"Just how far Col. Conry, the celebrated Buffalo Bill of the Western prairies, is responsible for the apaches of Paris is a question that might well engage the attention of those who advocate a censorship for the theatre. At the Paris World's Fair, a few years ago, Buffalo Bill's circus was one of the attractions. The cruelty and cunning of the Apache Indians were vividly brought home to the spectators by the performance, and it was this part of the exhibition, rather than the more heroic virtues of the cowboys and cowboys, that appealed to the spectators. Both the name and the cruelty of the Indians made a tremendous hit with the worthless, criminally inclined Parisians, and an epidemic of lawlessness and violence broke out that has not since been suppressed. Almost every suggested method of curbing the Apaches has been tried, but the cat-o-nine-tails and the prospect of using this good old British remedy is now being actively debated by the Chamber of Deputies. It is easy, says another authority, to blame the French police and the French law for their combined failure to solve the apache problem; but the fact must not be forgotten that they are confronted with an unprecedented situation. The ordinary city cut-throat is, after all, much like another person, except that he has no scruples about the rights of property. His impulses and his reasoning processes can be understood by those whose duty it is to frustrate them. The desperate criminal robe, but he injures his victim as little as possible consistently with his own success. He does not shoot down a victim for the sport of it; he kills only as a last resource. Moreover, he usually selects his prey, singling out a man who promises a rich haul, and who is, preferably, more or less under the influence of liquor. The apache, on the contrary, kills for the love of killing. He first stabs or shoots his man, and then rifles his pockets. It is "your money and your life" with him, and if a choice has to be made, it will be your money that he will take. There are 8,000 police and 1,800 detectives in Paris, besides some 50,000 spies, but they are, apparently, out-numbered by the apaches, for there are about 20 murders a week nearly all of them the work of apaches. Last year the guillotine, after years of disuse, was brought into service, but few apaches have been executed. The chief reason for this is that in France the death sentence is only pronounced for premeditated murder. If an apache is caught, his hands red with the blood of his victim, his plea is that he did not mean to kill the unfortunate gentleman, but only to frighten or slightly wound him. If this defence is accepted, which it usually is, the punishment is for robbery and frightening or wounding. This is a term of imprisonment of from six months to three years. There is no terror for the apache in the sentence, since he is better treated in prison than out of it, being supplied with good food, a warm bed and such luxuries as chocolates and cigarettes.

Like the Bill Sikes of the English criminal classes, the apache derives support from two sources, namely, the proceeds of robberies and the earnings of abandoned women. The latter are used as decoys and are apparently as devoid of mercy as their lovers. Frequently they are forced from respectability by the threats of their admirers and the literal choice between death and dishonour is forced upon them. However, the girls are usually glad enough of the honour of supporting some ruffian who goes about openly boasting of his prominent position in the most frequented streets, and most brilliantly lighted and most populous thoroughfares have been the scene of apache crimes.

upon some female that nerves the arm of the young apache to his first crime. He then becomes a "brave," and earns the right to the "distinctive apache method of cutting the hair, which is to shave the neck to a line near the top of the ears, and to leave a long mop of hair above. The evil thing has grown to tremendous proportions, as we have shown above, but in the interests of the fair name of French civilization we hope the Chamber of Deputies will take its courage within its hands and devise some system of punishment which will as effectually banish the apache from the body politic as gutters and body-matches were purged from England and Scotland less than seventy years ago.

THE KOWLOON-CANTON RAILWAY.

Opening of Chinese Section.

15,000 TROOPS TO GUARD THE ROUTE.

We have it on excellent authority direct from Canton, that the official opening of the Chinese Section of the Kowloon-Canton Railway has been fixed for Sunday, October 1st.

The Viceroy of Canton has ordered 15,000 soldiers to be placed along the line to guard the whole route from Canton to Sam Chun. Already small companies of soldiers have taken up their positions along the line and are quartered in makeshifts or village huts.

We understand that Mr. Lindsey has been fixing up in Canton with the authorities a through-trains time-table. The British and Chinese sections are to work in conjunction and a service of trains is to run through from Kowloon to Canton and vice versa.

NEWS OF THE DAY.

Three women and one man were fined \$5 each for begging near the Clock Tower.

Tenders are being invited for forming a path between Boundary Path and Kennedy Road.

Conditions under which the storage of petrol for the use of motor cars is permitted are published in the Gazette.

The current issue of the Government Gazette contains the text of the revised Anglo-Japanese Agreement.

Fillis' circus left Hongkong to-day by the s.s. Loomang after having experienced a rough and unsuccessful season. We wish them good luck.

The Russian Government will present to the Duma a Bill for the appropriation of 77,000 roubles to be used for the study of Oriental languages by the Russian officers detached to the Far East.

During August the average amount of bank notes in circulation and of specie in reserve in Hongkong was:—Chartered Bank, notes, \$6,310,653; specie, \$4,500,000; Hongkong and Shanghai Bank, notes, \$15,952,986; specie, \$9,000,000. Total, notes, \$22,263,639; specie, \$13,500,000.

According to statistics published by the United States Commercial Bureau, the importation of Chinese raw silk is increasing every year. It is stated that this increase is the result of the enhanced demand of middle class Americans for a cheaper silk.

At the meeting of the Sanitary Board on Tuesday afternoon the orders of the day included:—Minute by the President of the Sanitary Board relative to the burial of infectious corpses; minute by the Colonial Veterinary Surgeon relative to an outbreak of rinderpest at the Kennedy Town Cattle Depot.

A bill dealing with the registration of medical practitioners has been issued at Bombay, the object being to protect the public and medical profession from illegality qualified practitioners, who have received training in medical science at unrecognised institutions. While placing no restrictions on the practice of Indian vaidas and hakims, the bill will improve the status of qualified medical men.

The report for 1910 of the Student Volunteer Movement of the United States and Canada gives some very impressive figures. During the year 388 student volunteers sailed for the foreign mission field. On January 1, 1911, no fewer than 4,784 student volunteers had reached the mission field. Of these, 508 were in Africa, 1,389 in China, 844 in India, Burmah and Ceylon, 401 in Japan, 219 in Corea, 288 in South America, 171 in the Turkish Empire, and the remainder scattered over a number of different countries.

Gaw Boon Chan, a well-known Singapore lowkey, has been murdered. Gaw Boon Chan, proprietor of the Ho Ho Benit factory, was sitting talking in a house at Paik Panjong, when two Chinese men arrived. They asked for deceased and when he was pointed out to them, one man drew a 22 automatic pistol and shot Gaw Boon Chan through the neck. He expired in a few minutes. His assailants got clean away, and have not been arrested so far. A reward of \$10,000 has been offered by the family for the arrest of the murderers.

NEWS OF THE DAY.

H.M.S. Handy and Submarine C. 37 left for Min Bay this morning.

Messrs Ramos and Ramos contemplate re-opening the Victoria Skating Rink on the 20th inst.

Some clothing, value \$5, has been stolen from the servant's quarters of the Vice-Consul for Sweden.

Someone stole a quantity of piping, value \$10, from a vacant piece of ground near Second Street, West Point.

A woman living at No. 85 Queen's Road East, ground floor, reports to the police that while she was having a bath she placed her earrings and ear-drops on the window sill and someone went off with them. Their total value was \$20.

Regulations made by the Governor-in-Council "for the maintenance of good order and preservation of property in King's Park, Kowloon, and for the better enjoyment thereof by persons frequenting the same" are published in the Gazette.

We note by the Gazette that the typhoon warnings are in future to be displayed from the masthead of the storm signal mast on Signal Hill, Kowloon Point, instead of on the flagstaff in front of the Water Police Station. They will now be visible to most residents on the peninsula.

CORRESPONDENCE.

THE BANKRUPTCY PROSECUTION.

(To the Editor of the "CHINA MAIL.")

Dear Sir—At the conclusion of the bankruptcy case, as reported in your issue of yesterday, the Attorney General very generously suggested a remuneration to the jury, having regard to the prolonged sitting of the Court, which occupied fully four weary days.

The Chief Justice, however, did not fall in with the recommendation of the hon. gentleman, and remarked that the "seven wise men and true" had not discharged their duty. So far as I am aware, it is the duty of the jury to decide according to the evidence and if it happens as in the present instance, that they disagree or do not arrive at a verdict according to legal requirements, I am at a loss to realize wherein they failed in the discharge of their duty.

Can you, Mr. Editor, or any of your readers enlighten me as to whom the jury are supposed to have discharged their duty?—Yours, etc.

SENSE OR NONSENSE.

NAVAL NOTES.

(From Our Special Correspondent.)

WHAI-WAI, August 23. The Squadron has sailed in preparation for a cruise which is to take place shortly. The papers announce several accidents, some fatal, in connection with boating operations at Home, but it is a pleasure to be able to report that no mishap occurred in any of the ships here. The forthcoming movements of the China Fleet are contained in a programme, of which a summary is given below.

The Kent is to leave Wei-hai-wei on 9th Sept. for Hongkong, bringing with her the Tamar's masonry staff and sundry superannuated ratings for dispersal. She will be placed in dockyard hands on arrival for a thorough overhaul, and on 1st November is to sail for Aden to meet the relief crew. The Commander-in-Chief with the Minotaur, Monmouth, Astraea and Newcastle will leave on 16th Sept. for a cruise in the Sea of Japan. On the 21st Sept. ships will disperse for independent cruising to the following ports:—Flagship to Gaskerich Bay, Portsmouth to Olga Bay, Astraea to Penang, and Newcastle to Hakodate. On 28th Sept. the three last-mentioned ships are to visit Yokohama, and on 15th October go to Kobe. They are due at Wooning on 1st November; when the Astraea will go up to Shanghai to take up the duties of senior naval officer there. The Minotaur is to visit Tsingtau on 2nd October, leaving on the 8th for Amoy and Samoa Isles, and is due to arrive at Hongkong on 23rd October. The Alacrity will leave Wei-hai-wei for Nagasaki on 24th September. She is to join the Minotaur at Tsingtau on 8th Oct., and from that date will carry the flag of Admiral Windeco, as he goes on a cruise to Yangtze ports.

The movements of the destroyer flotilla include visits to Daini, Port Arthur, Cheloo, Newchwang, Chinwangtao, Tientsin, Tsingtau and Shanghai. They should arrive at the latter port on 27th Oct.

Since her return from South America, the Kent has been busy making up arrears of drills, etc., and will have little time to spare to complete the annual exercises before the date of sailing for Hongkong. The results of her gunlayers' test, which took place on the 18th inst., are of a satisfactory standard, the best individual score being six rounds, five hits, in forty-two seconds with a 6 inch gun. The long-range battle practice is to take place this week.

The Fleet exercises are rapidly drawing to a close. Almost the last of the series was held on the 22nd inst. when the cruisers and torpedo boats went out for the Fleet Torpedo Competition. This important competition lasted for a most satisfactory day, but details of results are not given yet.

When cruising between Cheloo and Wei-hai-wei, a torpedo attack was made upon the squadron on the night of the 22nd inst., and, favoured by the darkness of the night, and a slight haze, the destroyers got to within striking distance before being detected by the lookouts on the larger ships. With but few exceptions, this is the last manoeuvre in which the torpedo boats will have a part this year.

RAMBLING NOTES.

The general view that when August is ended the worst of the heat is past is certainly being borne out this year. From the very first day of September a noticeable freshness in the atmosphere has been felt, and most folk are beginning to surprise themselves at their new-found energy. Why, dark suits have even begun to blossom out. It'll be bedroom fire next, I suppose.

We've had something to expend our energies on this week, too—a gathering which partook somewhat of the character of a full-blown public meeting. And for once in a while those present were really worked up into a state of enthusiasm. Hongkong had better be careful! The rival schemes for the disposal of the much-discussed Coronation surplus and the warmth with which their "matte" were pleaded carried one's mind back to party political meetings at Home. What does it all mean? Is said and conservative old Hongkong gradually feeling the wave of democracy which is just now sweeping over the world? I seem to remember one of our leading residents once declaring that he was the only Radical in the Far East. So we shall hear someone boasting that he's the only pukka Conservative in the Colony. Steady, Hongkong, steady now!

As to the decision of the meeting under notice, most people seem to agree that it was thoroughly sound and appropriate. Our lawyer friend, Mr. Bowley, certainly came through with flying colours. In this connection a correspondent has suggested that one of your contemporaries, Mr. Editor, must have been suffering from a sharp bout of liver when it composed his leader for Thursday morning and also from a slight lapse of memory. On Wednesday it reported a "good attendance" at the meeting and that Mr. Bowley's resolution was carried "amidst great applause," but next day we read that "the general body of subscribers did not care two straws" and that "the decision arrived at by the meeting will create the least dissatisfaction"—faint praise, indeed!

As to the attendance at the meeting, even if Mr. House's many hands are counted as one only, the numbers, says our correspondent, must have far exceeded those quoted, as the room appeared to be crowded. "The votes in favour of the successful resolution were not enumerated—there was no need—and probably many of those present refrained from voting on the earlier resolutions from which your contemporary's figures were evidently drawn. Certainly if the meeting had been 'weighed in metal,' as one of the papers put it, it would have been found that it represented a very considerable proportion of the total fund."

Another meeting which has been "in the talk" this week was the Amateur Dramatic Club gathering. The public got a bit of a shock when it was confronted with the possibility of the Club ceasing its existence, but relief came when it read of the decision to try a further play as a means of allowing the public to show its feeling on the question. So far as my remembrance goes, residents have always flocked to the A.D.C. performances, and how any idea of waning interest on the part of the public could have entered the heads of the Club's leading spirits I can't imagine.

It was stated that the cost of producing a play was somewhere about \$5,000. This, in the opinion of most folk with whom I have talked on the matter, is absurdly high. Of course, if you're going in for a big comic opera, with a huge cast and gorgeous costumes, it's an easy matter to "blow" that amount, especially if there are all sorts of preliminary expenses, such as rehearsal suppers and the like. My advice is that the Club give us a good comedy with a not too big cast, and that all fancy preliminary expenses be cut out. Then things will become.

I don't suppose the lack of enthusiasm on the part of the members is due to any little adverse Press comment which may have been "peened in the past in writing up the performance. It's to America you must go for the real thing in dramatic criticism, as the following from a New York Journal will show:—"Blanche Ring may—if you will pardon the vulgar phrase—be a peach, she is certainly not an olive. In other words, she is not as acquired."

But, if you don't like her, you never will, and there's the end of it." We never say nasty things like that in Hongkong.

The British are known to be a conservative nation, but some of us are more so than others. Even in Hongkong, where "old custom" is resuscitated to an unusual degree. This struck me very forcibly the other day, when I saw the punishes in operation in our printer's bank. Of course I had seen them before, but I had not been there for some time—my bank account having run dry—and it was very hot on this particular day. And didn't I perceive! While the staff was being kept more or less cool by the efforts of punkah coolies, there was no chance of the customers' cooling down; he is even denied a punkah. Now, if electric fans were installed, they might be placed so as to serve punishing humanity on both sides of the counter. That's a tip for the next hot season.

Talking of the Bank reminds me of the difficulty one often has of obtaining sufficient one-dollar notes. This is not the fault of the Bank, as many think. The inconvenience is caused, I am told, by the Government only authorizing the Bank to issue a very limited number. Why? It would be interesting to know, wouldn't it Mr. Editor?

There are many other things one would like to know also. It wouldn't be a bad idea if the China Mail started an enquiry column headed, say, "What we'd like to know." Here's a first instalment to the column:—"When the Law Courts will be finished"; "When we shall once more see the Duke of Cornwall's statue"; "When the mail arrival board is to be supplied to the Post Office." P.W.D. please answer.

I've noticed that periodically the flower vendors at the bottom of Wyndham Street are made to keep their wares within bounds, i.e. on the side-path beyond the gutter. I wonder whether the time is soon coming when they will again be pushed back. I hope so; but if not, perhaps the powers-that-be could note down their orders and put them into force, say, every third week. I suppose it is asking too much to suggest that the police should keep the flower men in their proper (?) place but perhaps they could exercise a little more authority over them. They are a nuisance sometimes.

For some time past I've feared the advent of the New Journalism into Hongkong. And I'm afraid it's coming. I don't know whether you're noticed it, Mr. Editor, but a letter in your evening contemporary concludes:—"Ever yours, dear Telegraph." That may be smart journalism, but the adjective is a little unorthodox. Dear Telegraph. Quite so!

RAMBLER.

SOCIAL AND PERSONAL.

Mr L. U. Mire, clerk to Mr Justice Gumpston, has gone on six months' leave of absence.

Mr Mackie, second interpreter at the Supreme Court, leaves for Home on vacation on the 20th inst.

Mr James Johnstone has been appointed a surveyor of boilers of unfurnished steamship under 60 tons burden.

Mr A. E. Wright, executive engineer, has been deputed by H.E. the Governor to set on behalf of the Building Authority in specified cases in connection with dangerous buildings.

Mr Lerrigo, who was expected to conduct the morning service at the Union Church to-morrow, cannot return in time as intended, and his place will be taken by the Rev. Mr Henry at Canton.

CANTON SHIPPING ACTION.

In the French Consular Court on Wednesday decision was given in the action brought by Capt. Wann, of the British steamer Hoi Ming, against Capt. Kernaffan, of the French steamer Capit Bon, to recover \$690 damages for alleged faulty navigation in Canton River on July 28th. The Consul sat with two assessors, and gave judgement against the plaintiff, Capt. Wann, who was allowed to appeal against the decision, but was informed that as the amount sued for was under 1,600 francs he could not do so.

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DESTINATION	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KORE (PALMA)	Capt. W.R. Le Mare, R.N.R.	10th Sept.	Daylight
LONDON & ANTWERP	Capt. E.P. Marry, R.N.R.	10th Sept.	Freight only
via Suez, Pango, Cebu, Port Said & Alexandria	Capt. G.C. Talbot, R.N.R.	20th Sept.	Freight and Passage
SHANGHAI, MOJI, KORE	Capt. W.R. Le Mare, R.N.R.	21st Sept.	Freight and Passage
DELTA	Capt. E.P. Marry, R.N.R.	21st Sept.	Freight and Passage
LONDON, via Suez, Pango, Cebu, Port Said & Alexandria	Capt. G.C. Talbot, R.N.R.	21st Sept.	Freight and Passage
SHANGHAI	Capt. H. S. Bradshaw, R.N.R.	21st Sept.	Freight and Passage

F. & O.S.N. Co.'s Office. E. A. HEWITT, Superintendent.

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Proposed sailings from Hongkong and Quebec. (Subject to alteration.)

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From Hongkong	From Quebec
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 23rd Sept.	FRIDAY, 20th Oct.
MONTAGUE	
SATURDAY, 14th Oct.	
EMPEROR OF INDIA	EMPEROR OF BRITAIN
SATURDAY, 4th Nov.	FRIDAY, 1st Dec.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON	TANGO MARU, Capt. K. Tanaka, Tons 8000	WEDNESDAY, 13th Sept., at Daylight
ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KIHO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 27th Sept., at Daylight
VICTORIA, B.C. AND SEATTLE	AKI MARU, Capt. R. Homma, Tons 7000	WEDNESDAY, 11th Oct., at Daylight
SYDNEY, MELBOURNE, VIA MANILA, THURS, DAY ISLAND, TOWNS, VILLE AND BRISBANE	INABA MARU, Capt. S. Tomioka, Tons 7000	TUESDAY, 12th Sept., at 4 p.m.
SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU & YOKOHAMA	TANBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 10th Oct., at Noon
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 7th Oct., from KOBE
SYDNEY, MELBOURNE, VIA MANILA, THURS, DAY ISLAND, TOWNS, VILLE AND BRISBANE	MIKIO MARU, Capt. K. Tanaka, Tons 6000	FRIDAY, 29th Sept., at Noon
SHANGHAI, MOJI & KORE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 27th Oct., at Noon
KOBE & YOKOHAMA	BINGO MARU, Capt. K. Tanaka, Tons 7000	WEDNESDAY, 13th Sept., at Noon
BOMBAY, SINGAPORE, PENANG, COLOMBO	MISHIMA MARU, Capt. A. E. Moss, Tons 9000	THURSDAY, 14th Sept., at 11 a.m.
NAGASAKI, KOBE & KUMANO MARU	CEYLON MARU, Capt. K. Tanaka, Tons 6000	TUESDAY, 19th Sept., at Noon
YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 27th Oct., at Noon

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
MONGOLIA	17,000	SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000	SATURDAY, 28th Oct., at 1 p.m.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA	17,000	SATURDAY, 25th Nov., at 1 p.m.
MONGOLIA	17,000	SATURDAY, 16th Dec., at 1 p.m.
KOREA	18,000	FRIDAY, 18th Jan., at 1 p.m.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 p.m.

* Twin Screw. * Via Manila. All Steamers are equipped with Wireless Telegraphy.

The a.s. MONGOLIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimon, Yokohama and Honolulu, on SATURDAY, 16th September, at 1 p.m.

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SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Service, U.S. Consul General, Consuls and Vice Consuls stationed at Ports of Call.

To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Government of China and Japan. These special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE

STEAMERS	Tons	SAILING DATES
Persia	9,000	FRIDAY, 20th Oct., at 1 p.m.
China	10,200	FRIDAY, 17th Nov., at 1 p.m.

The a.s. PERSIA will leave for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, October 20th, at 1 p.m.

(In the Pacific Mail Steamers, CHINA, and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.)

Hongkong to London via Canadian Atlantic Port .. £25

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STEAMERS	Tons	Capitan	Date of Sailing
CHYO MARU	11,000	W. W. Cassin	Friday, Sept. 16, at Noon
KIPPON MARU	11,000	A. G. Stevens	Friday, Oct. 6, at Noon
TENYO MARU	11,000	E. Bent	Friday, Oct. 13, at Noon
SHINYO MARU	11,000	H. S. Smith	Friday, Nov. 3, at Noon

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STEAMERS	Tons	Date of Sailing
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KIYO MARU	17,500	Tuesday, Feb. 18, at Noon

The Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONO, LULU on SATURDAY, the 14th October, at Noon.

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S.S. SIEGENBURG	2000	Sept. 20th
S.S. BAYERN	6000	Oct. 6th
S.S. ALBATROSS	1800	Oct. 13th
S.S. FLAVONIA	5000	Nov. 3rd
S.S. SUEBIA	1600	Nov. 10th
S.S. SUEBIA	1600	Dec. 1st

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL
SINGAPORE, SAMARANG, YATSHING, and SOERABAYA	TUESDAY, Sept. 12, at Noon
SHANGHAI via NINGPO, KWONGSANG, TUESDAY, Sept. 12, at Noon	
SHANGHAI via CHONGKING, FRIDAY, Sept. 15, at Noon	
MANILA via YUNNAN, SATURDAY, Sept. 16, at 2 p.m.	
SANDAKAN via MAUSANG, MONDAY, Sept. 18, at Noon	

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

STEAMERS	TO SAIL
SHANGHAI via LINTAS	Sept. 9, Midnight
HONGKONG via SINGAPORE	Sept. 12, Daylight
MANILA via CEBU	Sept. 12, at 4 p.m.
CHEFOO & NEWCHANG	Sept. 13, at 4 p.m.
SHANGHAI via CHERNIA	Sept. 14, at 4 p.m.
SHANGHAI via ANHUI	Sept. 16, Midnight
WUHAIR via TIENTSIN	Sept. 18, at 4 p.m.
MANILA, CEBU & ILOILO	Sept. 19, at 4 p.m.

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STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Sept. 8	Sept. 15, at Noon
EMERALD	Sept. 22	Sept. 29, at Noon
ST. ALBANS	Oct. 20	Nov. 11th, at Noon

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STEAMERS	Tons	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimon, Yokohama	8064	Saturday, 16th Sept., at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimon, Yokohama	8182	Tuesday, 2nd Oct., at 11 a.m.

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STEAMERS	Leaves
LAMSOI via SWATOW & AMOY DAIGI MARU	SUNDAY, 10th Sept., at 10 a.m.
TAKAO & ANPING via SOHU MARU	TUESDAY, 12th Sept., at 10 a.m.
FOOHOON via SWATOW & CHOSUN MARU	WEDNESDAY, 13th Sept., at 10 a.m.

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THE Steamship OAPRI, Captain FROST, will be despatched for the above ports on or about FRIDAY, the 15th September, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co. Agents. Hongkong, September 2, 1911. 1119

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STEAM FOR STRAITS, GELTON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E. F. MARRY, will be despatched from this for BOMBAY, on SATURDAY, the 10th September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

For further particulars, apply to E. A. HEWITT, Superintendent. Hongkong, September 4, 1911. 1133

AUSTRALIAN NAVIGATION COMPANY.

STEAM FOR SYDNEY AND TRIPSTE DIRECT, calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the Straits & South Africa, Persian Gulf, Suez, Brindisi, Naples, Athens & Aden.)

THE Steamship WORMWATER, Captain DARRICK, will be despatched as follows on the 27th September.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WHEELER & CO. Agents. Hongkong, August 26, 1911. 1108

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

STOCK MARKET. LATEST INTELLIGENCE.

Order before you leave or you may regret it.

From 112 to 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
ASSAYE	7500	Feb. 3	MAINTA	March 2	March 8
HIMALAYA	7000	Feb. 17	MAINTA	March 16	March 22
DELHI	8000	March 3	MAINTA	March 30	April 5
DELHI	8000	March 17	MAINTA	April 13	April 19
DEVANHA	8000	March 30	MAINTA	April 27	May 3
DELHI	8000	April 13	MAINTA	May 11	May 17
ASSAYE	7500	April 27	MAINTA	May 25	May 31
DELHI	8000	May 11	MAINTA	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Tonnage	Leave Hongkong	Due London
NYANZA	7000	February	March
NILE	7000	March	April
NUBIA	7000	April	May
SUMATRA	7000	May	June
NAMUR	7000	June	July
PAWLAN	7000	July	August
BOREO	7000	August	September
SYRIA	7000	September	October
BORE	7000	October	November

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARE TO LONDON.

1st SALOON £58.10 SINGLE £95.4

2nd SALOON £37.4

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL.

SHANGHAI KOBE AND SYDNEY, Sept. 11, about 6 P.M.

YOKOHAMA

MARSEILLES, Via Ports POLYNESIE, Bruyo, Sept. 12, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE, KATAPPA, and CANGOR for

CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONTA-

NENTS and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 21 hours

railway from PARIS to LONDON. Interpreters meet passengers on their arrival in

Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having

splendid Accommodation for First-Class Passengers. Electric Light. Excellent

Culinary.

FOR SWATOW, AMOY, & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING.

HAIYANG Capt. J. S. Roach MONDAY, 11th Sept, at 1 P.M.

HAIYANG Capt. J. W. Evans FRIDAY, 15th Sept, at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 8 Days)

HAIYANG Capt. J. W. Evans TUESDAY, 12th Sept, at 1 P.M.

Steamers will arrive at, and depart from, the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO.,

General Managers.

PHILIPPINES STEAM-
SHIP Co.

Steamship Tons Captain For Sailing Date.

AURI 4,000 S. Crosby Manila, Sept. 9, at 4 P.M.

KAFIRO 4,000 M. O. Smith Manila, Sept. 20, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or).

via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
NUMERIC	11,000	G. McGill	3rd October
LUCERNE	11,000	J. MYHRE	25th October
HERCULES	7,000	R. WILHELMY	10th November

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Com-

modious Accommodation and are fitted throughout with Electric Light and

Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

King's Building, Praya Central.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian
African Line.

NEXT SAILING.

FROM HONGKONG. FROM COLOMBO.

16th September. 5th October.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

(MANAGING AGENTS)

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the

Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports

transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, August 28, 1911.

New Line of Steamers

South African Ports.

ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,
Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius
if sufficient inducement offers, and affording the Quickest Freight Transport from the
Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNEBO, 3,000 tons, To be despatched End of December.

S.S. KATANGA, 5,000 tons, To follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, August 28, 1911.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons To SAIL.

NAPLES, GENOA, ALGIERS, BUELOW, Capt. H. Formes, (16,900) WEDNESDAY

BRISTOL, SOUTHAMP- 7th Oct. at Noon 1.

TON, ANTWERP & BREMEN.

MANILA, ANGAUR, YAP, PRINZ SIGISMUND, Capt. F. Bruning, (6,000) SATURDAY

NEWGUINEA, BRISBANE, 7th Oct. Daylight.

SYDNEY & MELBOURNE.

Kobe and YOKOHAMA, PRINZ SIGISMUND, Capt. F. Bruning, (6,000) "About

TUESDAY, 14th Sept.

KUDAT and SANDAKAN, BORNEO, Capt. F. Semill, (6,000) "Middle

of September.

All the steamers of the European Line are fitted with Wireless Telegraphy. New

System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China.

Regal Boots

Shoes

FOR SALE

AT REASONABLE

PRICES

THE SAVOY,

9, D'Almeida Street

(Opposite Court House)

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON

DIRECT, WILL LEAVE HONGKONG ON MARCH 19th, 1912, CALLING

AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR.

AND IS DUE TO ARRIVE AT

MARSEILLES - APRIL 18th.

LONDON - APRIL 20th.

The Accommodation in this Vessel is at the

entire disposal of Passengers from the Far East.

FARES TO LONDON -

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd SALOON £48.8

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA,'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and

YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, NOV. 4th, at Noon.

FOR

SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States and Canada; also with Atlantic Steamship

Lines for all points in Great Britain and on the Continent. Direct connection at Hong-

kong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all

outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,

etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable

with regular rail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, July 1, 1911.

CHINA EXPRESS CO.,

(UNDER NEW MANAGEMENT)

P. O. Box 250. 3, DUNDRELL STREET. Telephone No. 868.

(OPPOSITE LUMBER'S AUCTION ROOMS).

SHIPPING, FORWARDING & INSURANCE AGENTS.

Packing and Warehousing.

We accept Shipments for any part in the World, with similar facilities to the

Parcels Post without restriction to size or weight, and our Charges are

absolutely the lowest possible.

Payments may be made in Hongkong or Destination.

Agents for, Contractors to Imperial German, Royal Danish, and

Swiss Federal Parcel Posts.

JOHN TAYLOR, Manager.

Hongkong, August 15, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, etc.

Head Office for the Far East: 16, DES VERTS ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES.

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured. Lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

HALL OFFICE, LUDGATE CHURCH, LONDON, E.C.

Hongkong, April 1, 1911.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUND AS AT 31st DECEMBER, 1910.

Authorized Capital £5,000,000

Subscribed Capital £2,514,840

Paid-up Capital £1,867,967 5 0

II—Fire Fund £3,821,915 4 2

III—Life & Annuity Fund £5,645,125 3 7

Sinking Fund Account £7,555,18 6

£21,203,038 17 8

Revenue Fire Branch £2,375,389 12 7

Life & Annuity £1,867,967 5 0

Branches £44,814 10 8

Other Receipts £21,215 17 8

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect to each other.

SHEWAN, TOMES & CO.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

TIRE Steamship

ONENENAU.

having arrived. Consignees of cargo and

herby informed that this Goods, with the

exception of Optima, Treas and Yoh-

shim, are being landed and stored at the

risk into the hazardous and fire-haz-

ardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company.

Limited Kowloon & West Point Godown

whence delivery may be obtained.

No claims will be admitted after the

14th of September, 1911, or they will not be

re-recognized.

All Broken, Chafed, and Damaged Goods

are to be left in the Godown, where they

will be examined on the 14th of September,

at 8.30 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

the Undersigned.

This Steamer brings Cargo

from Aden, Swatow and from Africa via

Aden.

NORDDEUTSCHER LLOYD

